

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Caltrans District 7 Headquarters Building Replacement Project

2. **Lead Agency Name and Address:**

State of California, Department of Transportation (Caltrans) – District 7
120 South Spring Street
Los Angeles, CA 90012-3606

3. **Contact Person and Phone Number:**

Ms. Susan Stratton
State of California, Department of General Services
Real Estate Services Division
Environmental Services Section
1102 Q Street, Suite 5100
Sacramento, CA 95814
(916) 323-6951

4. **Project Location:**

The proposed Caltrans District 7 Headquarters Building site is located in the civic center area of downtown Los Angeles (see Figures 1 and 2 for regional location and project vicinity maps). The project site is bounded by Second Street on the south, Main Street on the west, and Los Angeles Street on the east. Privately owned commercial properties and the Latino Museum of History, Art and Culture border the site on the north. (See Figure 3 for an illustration showing the location of the project site.) Alternatives are under consideration that would use the entire block, including the privately owned parcels along First Street, for development of the new headquarters facility. Acquisition of the privately owned parcels on the south side of First Street between Spring and Main Streets is also under consideration as part of the proposed project.

5. **General Plan Designation:**

Commercial

6. **Zoning:**

C2-4D: General Commercial in height district 4. Height district 4 restricts the allowable floor to lot area to 13:1. "D" identifies specific guidelines for the parcels on this block. None of these guidelines restrict the design of the building.

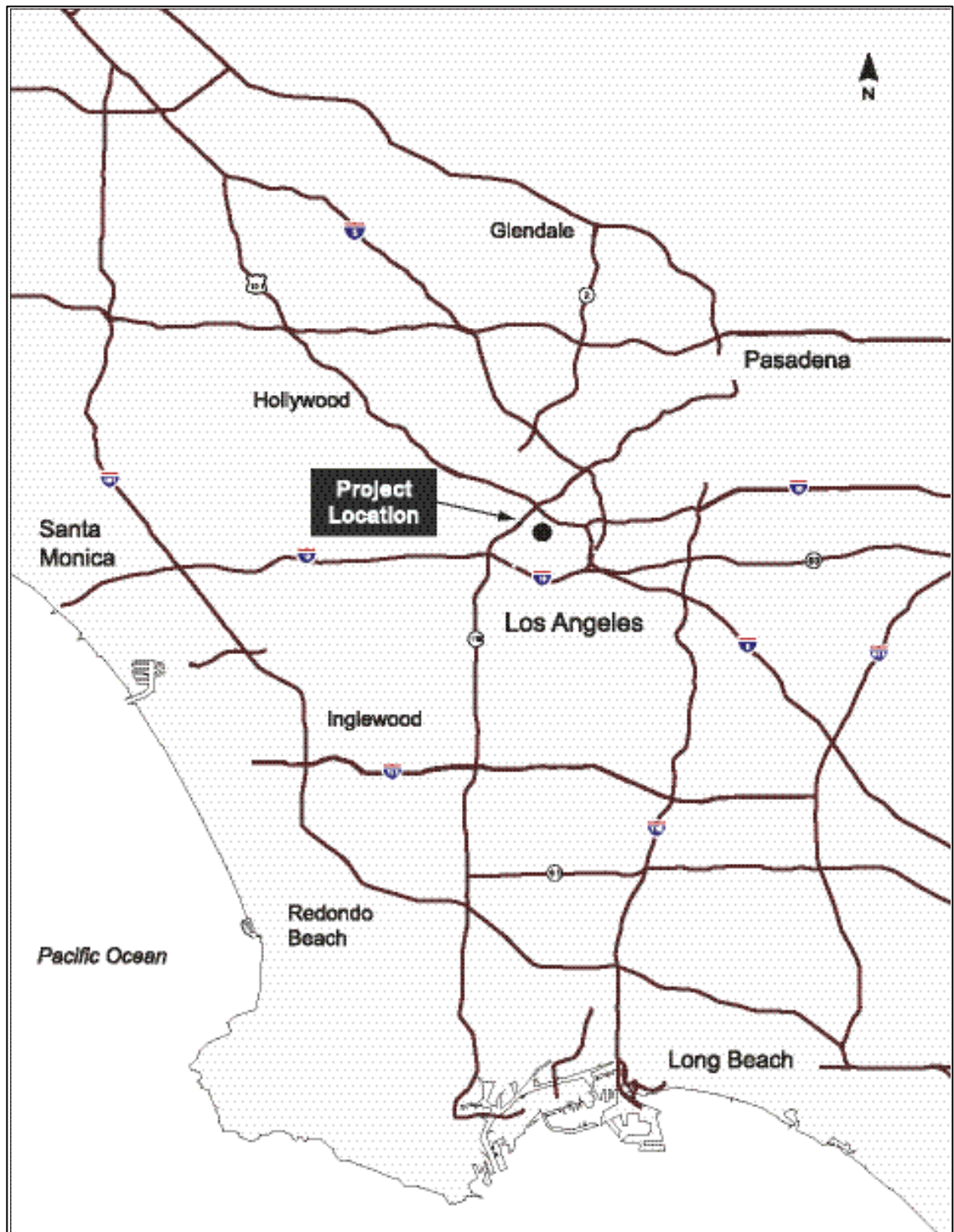


Figure 1: Regional Project Location

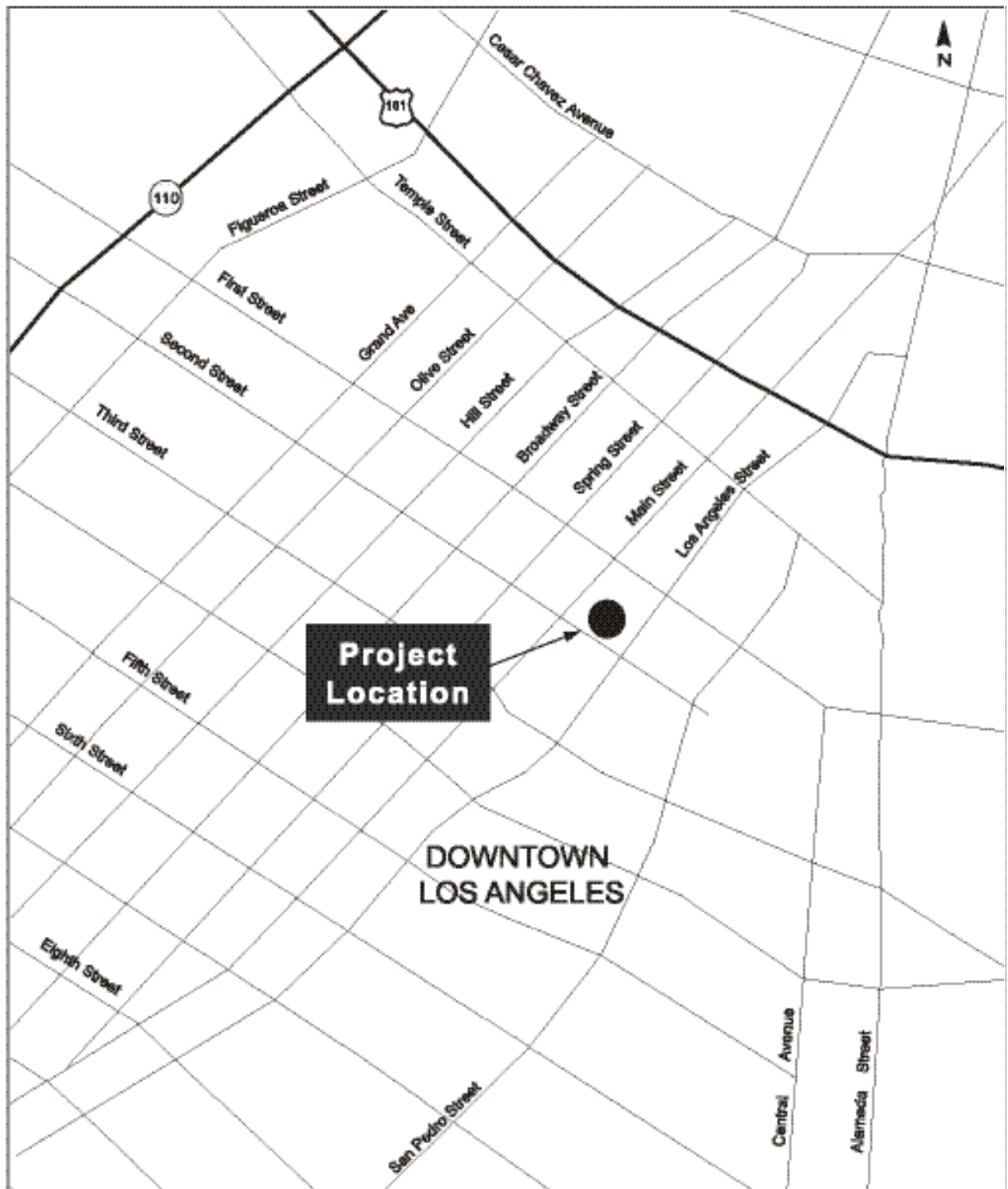
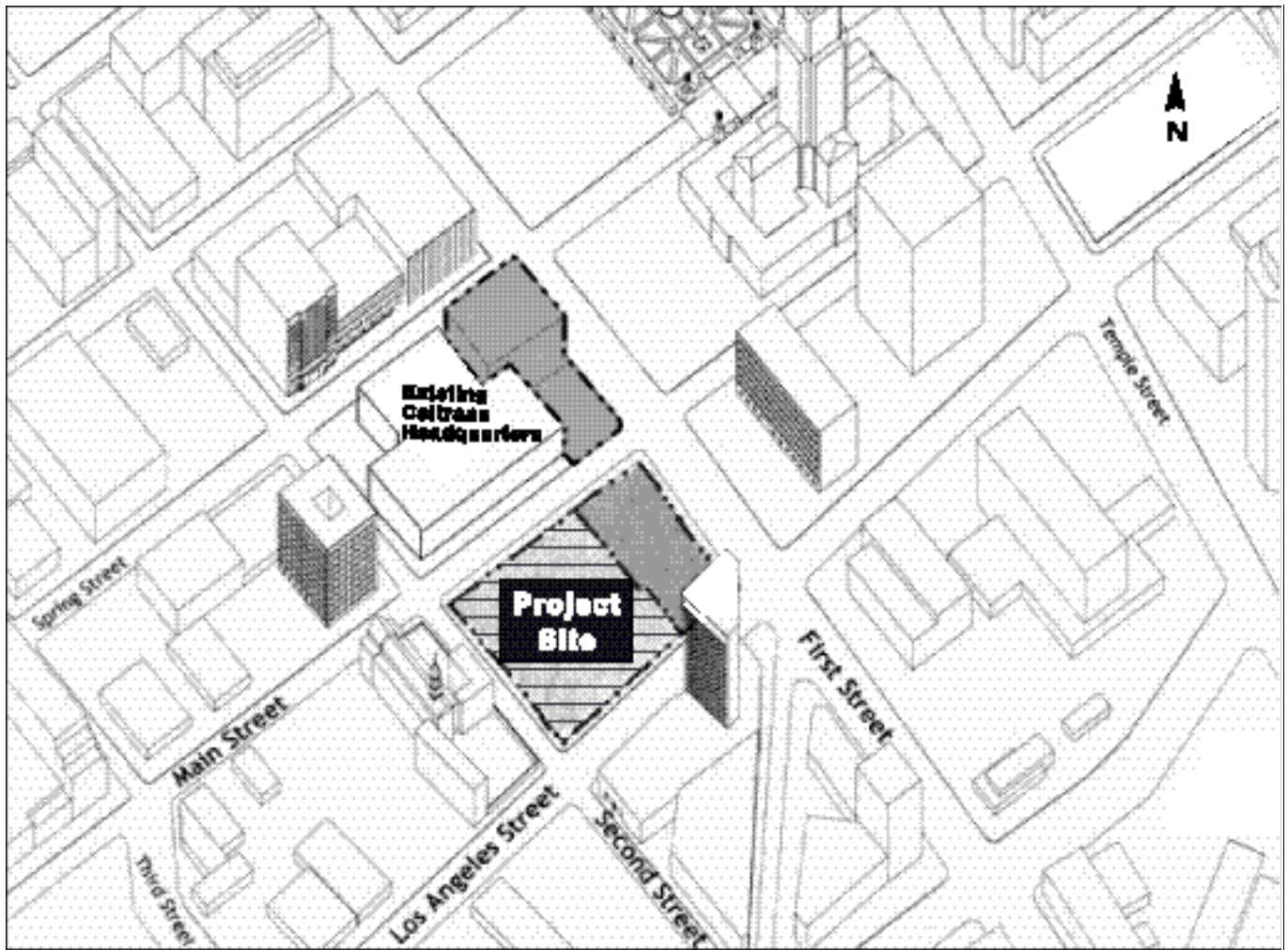


Figure 2: Project Vicinity



-  Existing Caltrans Employee Parking Lot
-  Private property to be acquired under Alternatives 2 and 3

Source: ACMartin Partners, 2001; Myra Frank & Associates, Inc., 2001.

Figure 3: Project Site

7. Description of the Project:

The California Department of Transportation (Caltrans) District 7 is seeking to consolidate operations and centralize its Los Angeles based personnel in a new headquarters facility. The existing Caltrans District 7 headquarters building at 120 South Spring Street in downtown Los Angeles was originally designed in 1939 and constructed in 1949 (an adjoining annex was built in 1960) and is physically and functionally obsolete. Currently, approximately 1,400 employees are accommodated in 340,000 square feet of office space in the existing building. Another 250 employees are located in leased space at various locations in downtown Los Angeles.

The proposed project consists of the development of a new 603,500-square-foot District 7 headquarters building on the state-owned, employee parking lot bordered on the south by Second Street and the east and west by Los Angeles and Main Streets, respectively. Privately owned commercial uses and the Latino Museum of History, Art and Culture border the project site on the north. Other land uses in the vicinity of the site include Saint Vibiana's Cathedral to the south, the existing Caltrans headquarters building to the west, and the New Otani Hotel and Garden to the east. City Hall South is located north of First Street.

Construction of the proposed building is scheduled to begin, pending the necessary approvals, in 2002 with completion anticipated in 2004. Upon its completion, the new facility would contain sufficient office and support space to accommodate approximately 1,800 employees. The proposed new headquarters facility would also include a childcare center and a public cafeteria. A heliport would be provided atop the building to replace the heliport on the existing Caltrans headquarters building. Additionally, parking for about 930+ vehicles would be accommodated onsite.

Three alternatives are under consideration. Alternative 1 would include the construction of a new 603,500-square-foot office building and a parking structure on the existing Caltrans employee parking lot. Under this alternative, the existing Caltrans District 7 headquarters building would either be demolished or it would be designated as surplus state property and would not be reused since it is physically and functionally obsolete. Alternative 2, proposes development of a 603,500-square-foot office building and parking structure using the entire block bounded by First, Los Angeles, Second, and Main Streets. Alternative 3 would provide an additional 112,700 square feet of space to accommodate city agency offices or a total of 716,200 square feet of office space. Similar to Alternative 2, the office building and parking structure proposed under Alternative 3 would occupy the entire block bounded by First, Los Angeles, Second, and Main Streets. Alternatives 2 and 3 are contingent upon a land exchange between the City of Los Angeles and the State. Under the proposed land exchange agreement, the City would acquire the privately owned parcels on the block bounded by First, Los Angeles, Second, and Main Streets and exchange those parcels for the existing state-owned Caltrans headquarters building property. The City is also proposing to acquire the privately owned properties on the block that contains the existing headquarters building.

These parcels are located on the south side of First Street between Spring and Main Streets. Under Alternatives 2 and 3, the existing Caltrans building and other buildings on the privately owned parcels on the two blocks would be demolished. The Draft EIR will address the acquisition of these privately owned parcels and building demolition.

8. Surrounding Land uses and Setting:

The project site is located in the civic center area of downtown Los Angeles. Surrounding land uses include Saint Vibiana's Cathedral to the south, the existing Caltrans District 7 headquarters building to the west, and the New Otani Hotel and Garden to the east. Privately owned commercial uses and the Latino Museum of History, Art and Culture border the project site on the north. City Hall South is located north of First Street. The site is located in the Los Angeles Central City Community Plan area and is within the boundaries of the Central Business District Redevelopment Project area. The Little Tokyo Redevelopment Project area is immediately to the east of the project site.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

In addition to Caltrans approval, approvals or permits may be required from the following public agencies:

- Various City of Los Angeles Departments (for permits that may be necessary for construction in public rights-of-way, temporary lane closures, and installation of public utilities)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Air Quality	<input type="checkbox"/>	Land Use/Planning	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities/Service Systems
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Noise	<input checked="" type="checkbox"/>	Mandatory Findings of Significance
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Population/Housing		

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

Robert Sleppy, Environmental Services Section Chief

Date

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project site, which is an existing state-owned, Caltrans employee parking lot, is located in the civic center area of downtown Los Angeles. Views from surrounding land uses are generally limited to urban development in the immediate area, although vistas of the San Gabriel Mountains and other areas in the Los Angeles basin may be visible from some locations, particularly the upper floors of nearby buildings. Development of a 603,500-square foot building (716,200 square feet under Alternative 3) on the site would alter the existing visual setting; however, no significant impacts on scenic vistas are anticipated.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no state scenic highways within the project area or scenic resources on the project site.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project area is visually dominated by multi-story buildings and structures located on adjacent blocks. Although a new headquarters facility on the existing parking lot and demolition of existing structures would substantially change the visual setting, the building would be designed to be visually compatible with surrounding land uses. Consequently, the proposed project is not expected to substantially degrade the existing visual character or quality of the site and its surroundings. The visual effects of the proposed project will be addressed in further detail in the EIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project consists of the development of a 603,500-gross-square-foot office building (716,200 square feet under Alternative 3) and new parking structure. The new building would be a potential source of light and glare. However, given that the project is located in an urban area in downtown Los Angeles and that lighting would be generally confined to the project site, significant impacts on nighttime views are not anticipated. Additionally, it is not expected that highly reflective or glare-producing materials would be used extensively on the façade of the proposed building.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is an existing parking lot in a developed urban area. Consequently, development of the proposed project would not convert farmland to a non-agriculture use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The project would be located on land that is not used for agricultural production. The proposed site is not zoned for agricultural use and is not subject to a Williamson Act contract; therefore, no impacts would occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project would not result in the conversion of farmland to accommodate new housing development.

3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project involves the construction of a new Caltrans District 7 headquarters building to replace the existing Caltrans building on Spring Street in downtown Los Angeles. The proposed project would consolidate operations and relocate District 7 employees, who are currently located in the existing headquarters building on Spring Street and in various leased spaces in downtown Los Angeles, into a new headquarters facility. Development of the proposed project is not expected to conflict with or obstruct implementation of any air quality plans. Also, see the response to 3.b below regarding temporary short-term construction impacts.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

The project site is located in the South Coast Air Quality Basin, which does not meet several federal air quality standards (the Basin is designated a nonattainment area for ozone, carbon monoxide, and PM10 (particulate matter 10 microns or less in diameter)). Development of the project would result in short-term air quality impacts due to construction activities and long-term impacts due to additional vehicular traffic that may be generated by the

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

proposed facility. Air pollutants generated by construction activities may exceed the South Coast Air Quality Management District's recommended significance thresholds. Caltrans Best Management Practices will be implemented to minimize construction emissions. Nonetheless, the EIR will evaluate the significance of potential local and regional impacts on air quality and identify feasible mitigation measures to reduce impacts identified as significant to a less than significant level.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

The EIR analyses will also address the cumulative air quality impacts due to traffic generated by the project and related projects. A CALINE 4 analysis will be conducted to determine if emissions from project generated traffic combined with background air pollutants would result in carbon monoxide "hot spots", i.e., levels that exceed state or federal standards. Cumulative impacts due to construction of the proposed project and other related projects in the area that might be constructed concurrently will also be addressed.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

Please see the responses above.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project would not include any land uses that would create objectionable odors affecting a substantial number of people. During construction, fumes or odors from the operation of construction equipment powered by internal combustion engines and from the use of construction materials (paints and coatings) may be noticeable and annoying to persons in the immediate vicinity of the site. However, it is not expected that a substantial number of people would be adversely affected.

4. BIOLOGICAL RESOURCES. Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would be located on an existing parking lot in a developed urban area. The site and immediate project vicinity do not currently contain habit for any identified candidate, sensitive, or special status species identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game and U.S. Fish and Wildlife Services. Construction of the proposed project would result in the displacement of street trees bordering the site. New street trees would be planted to replace trees displaced by the proposed

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would be located on the site of an existing paved parking lot that has a history of urban disturbance. The site does not contain riparian or other sensitive natural communities identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game and U.S. Fish and Wildlife Services

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The site does not contain and would not affect federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is located in the civic center area of downtown Los Angeles. Because of the project's location in a developed urban area, it would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project would not conflict with any local policies or ordinances protecting biological resources. Street trees displaced by the proposed project would be replaced with new trees consistent with local ordinances.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no local, regional, or state conservation plans for the project area.

5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Several historical resources are located in the vicinity of the project site, including St. Vibiana's Cathedral immediately to the south of Second Street. Two structures, which are located immediately north of the project site along Main Street and just south of First Street, may date to the last century. These structures, which would be demolished under Alternatives 2 and 3, appear to have been substantially altered and therefore, may lack historical significance. The EIR will identify the significance of potential resources in the vicinity of the site and evaluate the project's impacts on those resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

The project site was occupied early in the historic settlement of the City of Los Angeles and has remained in use for various urban commercial purposes since that time. The Indian village of Yang-na (or Yang Na) is believed to lay somewhere in the central city area but has not been precisely identified. Consequently, there is the potential that prehistoric and archaeological resources may exist within the project site. If present, these resources could be disturbed or destroyed by construction activities. Further study will be conducted for the EIR to determine the potential for uncovering or affecting archaeological resources during construction.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------

The potential for encountering paleontological resources will depend on the depth of excavation and geologic characteristics at the site. The depth of excavation will be dependent upon whether parking spaces are provided underground or in a separate above-grade structure. Based on previous geotechnical investigations, the site is underlain by approximately 12 feet of fill material comprised of silty sand mixed with brick and concrete rubble and recent alluvium. Further analysis and study will be conducted for the EIR to determine the potential for encountering and disturbing significant paleontological resources on the site.

d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed site has a history of urban disturbance. No cemeteries are located on the project site and it is not anticipated human remains would be encountered. However, if human remains are identified onsite, all legally required protocol would be followed.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

6. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The site is not located within an Alquist-Priolo Special Studies Zone and there are no known mapped active earthquake faults that are located on or through the project site. Therefore, ground rupture due to faulting is not considered a significant hazard at the site.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

The proposed site is located in a seismically active region and would be subject to severe ground shaking during an earthquake on a nearby fault. The nearest known significant active or potentially active faults are the Elysian Park Thrust fault located 2.3 miles to the north and the Malibu-Santa Monica-Raymond fault located 5.9 miles northeast of the site. The EIR will assess in further detail potential hazards posed by strong seismic ground shaking at the site in the event of an earthquake on a nearby fault.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

The Fernando Formation is expected to underlay the site, probably at about 18 feet in depth. This formation consists of claystone, siltstone, sandstone, and local hard sandstone. Shallow perched groundwater may be present on the site. The relative susceptibility to liquefaction-related ground failure is low to very low for the Civic Center area. The EIR will discuss in additional detail the potential for seismic-related ground failure, including liquefaction.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is located in a developed urban area and the topography of project site and surrounding area is relatively flat, sloping slightly to the southeast. Consequently, the proposed project is not located in an area susceptible to landslides.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Although the project site is fully developed, excavation required for the proposed project would expose soil to wind and water erosion during the construction period. Implementation of erosion control measures as part of Best Management Practices would ensure that the loss of topsoil would be minimal.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Excavation required to accommodate project structures would disrupt the underlying soil. The EIR for the project will: identify the soil and geologic characteristics of the site; describe the geologic character of the subsurface materials, including the location of fill; and identify potential impacts resulting from landform modifications required for excavation.

Excavation at the site is likely to require temporary construction slopes and shoring. Sloughing of the surface and unstable soil zones could occur within temporary excavations if proper procedures are not followed. However, it is expected that all earthwork and grading would meet the requirements of State of California codes and would be performed in accordance with the recommendations in the geotechnical investigations conducted for the proposed project. All excavation and shoring systems would also meet the minimum requirements of the Occupational Safety and Health (OSHA) standards. Consequently, significant impacts are not anticipated.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

Geotechnical investigations will be conducted to determine whether expansive soils, as defined in Table 18-1-B of the Uniform Building Code, are located on the project site. The results of the investigations will be summarized in the EIR and measures to mitigate the hazards due to any expansive soils that might be present on the site will be identified.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

Wastewater generated by the proposed project would be discharged into local City of Los Angeles sewer lines. No septic tanks would be located on the site.

7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Operation of the proposed headquarters facility would involve the use of materials and chemicals for routine maintenance that may be considered hazardous. However, these materials would not be used in sufficient quantity or in a manner that would pose a significant hazard to the public or environment.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

Soil borings conducted in 1992 at the site as part of a site investigation identified elevated concentrations of Total Petroleum Hydrocarbons (diesel fuel contamination) near the southern end of the site along Second Street. Any contaminated soil encountered on the site would be excavated and disposed of in accordance with all applicable laws and regulations to ensure hazards to workers and the public are minimized.

The project site is also located less than 1 mile from the southern boundary of the Los Angeles oil field. Although there are no known active, idle, or abandoned wells within the project site, it is possible that during excavation, old wells, methane gas, or oil seeps could be encountered. If any abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required in accordance with regulations and procedures established by the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources.

Existing buildings that would be demolished under the proposed project alternatives, including the existing Caltrans headquarters building and structures along 1st Street between Spring and Main Streets and Main and Los Angeles Streets, could contain asbestos containing building materials, lead based paint, and other hazardous materials. All asbestos containing building materials would be removed prior to demolition as required by law. Other hazardous materials that may be present would be handled and disposed of in accordance with all applicable laws and regulations.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Please see the response to 7.a above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

There are no schools within a one-quarter-mile radius of the proposed project site. The proposed project would, however, include an onsite childcare center. It is not anticipated that the proposed headquarters facility would use or emit hazardous materials that could pose a substantial danger to children at the childcare center. Nonetheless, exhaust stacks for heating, ventilation, and air conditioning equipment and the fume hoods from the cafeteria will be designed and located to ensure no adverse health impacts would occur to children at the childcare center.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not included in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would not be located within an airport land use plan or within 2 miles of an existing airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not be located within an airport land use plan or within 2 miles of a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The project should not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Temporary lane closures, however, may be required along adjacent streets during construction. No significant impacts to emergency vehicle response time are anticipated since local streets would remain open and alternative routes exist in the area.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is not located near any wildlands or forested areas that could pose a hazard in the event of a fire.

8. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Operation of the proposed headquarters building should not generate wastewater or runoff that would violate water quality or waste discharge requirements. The proposed headquarters facility would replace the existing Caltrans District 7 headquarters located on Spring Street in downtown Los Angeles. The site of the proposed new headquarters building is the existing paved Caltrans employee parking lot located immediately to the east.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The agency responsible for providing water to the City of Los Angeles is the Los Angeles Department of Water and Power (LADWP). The City's water supply comes mainly from the Los Angeles Aqueducts, which transports water from the eastern Sierra Nevada Mountains, and the Metropolitan Water District of Southern California, which obtains water from the Colorado River and State Water Project. A small percentage of the City's water is also supplied from local groundwater treated in the San Fernando Valley. Since the proposed project would replace the existing Caltrans District 7 headquarters building with a new building on a nearby site and only a small percentage of the City's water supplies come from local groundwater resources, it would not substantially deplete groundwater supplies.

Since the project site is a paved parking lot, development of the new headquarters building would not interfere with groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

There are no streams or rivers in the immediate vicinity of the project (the Los Angeles River is approximately 0.7 miles to the east) that would be affected by changes to drainage on the site. Because the site is fully developed with impervious surfaces, the proposed project would not significantly change absorption rates or the amount of surface water runoff. Additionally, the proposed project would include new onsite drainage facilities to minimize on- and offsite impacts.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not alter the course or flow of flood waters. The project site is within an area designated by the Federal Emergency Management Agency (FEMA) as an area of minimal flooding (Zone C); therefore, the project is not anticipated to expose people to water hazards resulting from flooding.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

As discussed above, the project site is a paved parking lot. Consequently, development of the site for a new headquarters building would not create additional runoff that would exceed the capacity of existing or planned

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

stormwater drainage systems. The project would not create substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

No other impacts to water quality are anticipated due to construction and operation of the proposed project.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not include new housing. Additionally, the project site is not located in a floodplain.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not located within a flood hazard area.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no levees or dams that could pose a hazard to the project site.

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not located near any large lakes or hills that could result in seiches or mudflows. Additionally, the site is approximately 15 miles inland from the Pacific Ocean coastline. Consequently, tsunamis do not pose a significant hazard to the site.

9. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is an existing paved parking lot. Consequently, the proposed project would not physically divide an established community. Alternatives are under consideration that would use the entire block, including parcels occupied by several commercial businesses and the Latino Museum of History, Art, and Culture, for development of the new headquarters. The proposed project also includes the acquisition and demolition of the commercial buildings immediately south of First Street between Spring and Main Streets.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is consistent with local plans and policies.

c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no habitat conservation plans or natural communities' conservation plans that are applicable to the project area. The project site is located in a developed urban area in downtown Los Angeles.

10. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located less than 1 mile south of the southern boundary of the Los Angeles City oil field. This oil field was discovered during the late 1800's with most of the wells drilled by the early 1900's. However, there are no known active, idle, or abandoned wells within the project site. No other mineral resources are known to exist on the site.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Please see the response to 10.a above.

11. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction activities would result in temporary, intermittent high noise levels that could be annoying to pedestrians in the vicinity and occupants of nearby buildings.

The proposed project could also result in increases in traffic volumes on local streets due to consolidation of Caltrans operations from various locations in downtown Los Angeles to the proposed new headquarters building. Noise levels in the surrounding area could increase as a result. Generally, a doubling of traffic volumes is required for a noticeable increase (3+ decibels) in noise levels to occur. Consequently, significant impacts are not anticipated. Nonetheless, the EIR will identify noise-sensitive areas in the vicinity of the project site and future

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

noise levels with and without the project.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Construction activities, including trucks traveling to and from the project site, could generate groundborne vibration and noise. However, construction impacts would be short-term and temporary. Additionally, the most noticeable groundborne vibration/noise increases are likely to be limited to the grading and excavation phase of the project.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Please see the response to 11.a above.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

Please see the response to 11.a above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not located within an airport land use plan or within 2 miles of a public use airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not located within the vicinity of a private airstrip.

12. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would consolidate and relocate Caltrans operations that are currently located in the existing District 7 headquarters building on Spring Street and in various leased spaces in downtown Los Angeles into a new

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

headquarters facility. The existing District 7 headquarters building would be designated as surplus state property. Reuse of the existing building is not anticipated since it is physically and functionally obsolete. Nonetheless, the proposed project would result in a net increase in office space in downtown Los Angeles. However, the net increase would not be so significant as to induce substantial population growth. This issue will be addressed in additional detail in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project would not displace any housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project would not displace housing.

13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Development of a new office building could increase the demand for fire and police protection services. However, it is not expected that a substantial need for new equipment, facilities, or personnel would be required to accommodate the proposed project. The impact of the proposed project on fire and police protection services will be discussed in additional detail in the EIR.

b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

See the response to 13.a above.

c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would not, directly or indirectly, generate significant increases in student enrollment at any single school. Additionally, there are no schools in the immediate vicinity of the site that could be adversely affected by construction activities or project-generated traffic.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The increase in the employee population in the area due to the proposed project could result in minor increases in the use of local parks and recreational facilities. However, this impact is not expected to overburden existing facilities or require a substantial need for new and improved facilities.

e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project is not expected to result in development of or substantial alteration to other public facilities.

14. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The increase in the employee population in the area due to the proposed project could result in minor increases in the use of local parks and recreational facilities. However, this increased usage would be incremental and is not expected to result in substantial physical deterioration of existing recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The project does not include recreational facilities or require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

15. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Consolidation and relocation of Caltrans operations from various leased office spaces and the existing headquarters building in downtown Los Angeles into a new 603,500-square-foot office building (716,200 square feet under Alternative 3) could increase traffic volumes in the vicinity of the project site. This additional traffic could adversely affect the levels of service at local intersections. The EIR will identify the existing and future levels of service at local study intersections, with and without the project, to determine the significance of potential impacts. The analysis will address the cumulative impacts due to traffic generated by the project, background growth, and related projects.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

See the response to 15.a above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not change or affect air traffic patterns or volumes. The proposed project would include a new helipad to replace the one on the existing Caltrans headquarters building on Spring Street.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not include any dangerous design features or incompatible uses that would substantially increase hazards.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed Caltrans District 7 Headquarters Building would not result in inadequate emergency access. Building design and construction would comply with all applicable fire and life safety building codes. The design, construction, and operation of the proposed project would be coordinated with local agency staff to ensure that facility operations, including emergency plans and procedures, are not significantly affected.

f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would include adequate parking capacity to meet anticipated demand. During construction, the existing Caltrans employee parking on the site would be displaced requiring employees to park in alternative locations. On-street parking spaces adjacent to the site may also be displaced during construction. These impacts would be temporary. Development of the proposed project may, however, require the permanent elimination of on-street parking spaces along Second Street between Main and Los Angeles Streets.

g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

Conflicts with adopted policies, plans, or programs supporting alternative transportation are not anticipated. The facility would be designed to accommodate employees and visitors traveling to the site by carpool, bicycle, car or public transportation.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
---------------	---------------------------------------	---	-------------------------------------	------------------

16. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐
☐
☒
☐

The proposed new headquarters building would not generate wastewater that would exceed the treatment requirements of the applicable Regional Water Quality Control Board.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐
☐
☒
☐

Wastewater generated by the proposed facility would be treated at the City's Hyperion treatment plant. This plant has adequate capacity to accommodate the proposed project and other cumulative development within the service area for the foreseeable future.

The ability of local sewer lines to accommodate project-generated wastewater will be addressed in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐
☐
☒
☐

Since the project site is a paved parking lot, the proposed project would not increase runoff from the site. Consequently, new offsite stormwater drainage facilities are not expected to be required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

☐
☐
☒
☐

Barring severe draught, the LADWP is expected to have adequate supplies to accommodate the proposed project and other cumulative development within the service area for the foreseeable future.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐
☐
☒
☐

It is anticipated that the wastewater treatment provider will have adequate capacity to serve the project's demands while maintaining existing commitments.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would result in a net increase in office space in downtown Los Angeles, which could result in increased solid waste. Existing landfills are expected to have adequate capacity to accommodate this incremental increase in waste generation due to the project.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project would comply with all federal, state, and local statutes and regulations related to solid waste.

17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Archaeological resources may be present within the site that could be disturbed or destroyed by excavation and grading activities. Several historical resources are located in the vicinity of the project site, including St. Vibiana's Cathedral immediately to the south of Second Street. Two structures, which are located immediately north of the project site along Main Street and just south of First Street, may date to the last century. These structures appear to lack historical significance due to substantial alterations. The EIR will identify the significance of potential resources in the vicinity of the site and evaluate the project's impacts on those resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

Air pollution and traffic generated by the proposed project and cumulative development could result in significant cumulative impacts. Project-induced growth, when combined with other growth in the area, could create a need for new or expanded local public facilities and utilities. Development of new or expanded facilities may have a significant impact on the environment.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

During construction, there could be temporary, short-term air quality and noise impacts that could have an adverse effect on persons in the immediate vicinity. The project site could experience strong seismic ground shaking in the event of an earthquake on a nearby fault, which could pose a hazard to occupants of the proposed building.